

San Joaquin Valley Sustainable Communities Strategies (SCS) Update

July 25, 2014

Presentation Outline

- Valley SCSs: Changes from Past Plans
- Evaluation of Valley Modeling
- Next Steps for Reviews of MPO GHG Determinations
- Considerations for a Target Update Process

Valley SCSs: Changes from Past Plans

- SCSs generally call for more compact urban form with greater emphasis on alternative travel modes
- Today's presentation provides examples of land use projects

Fresno: Land Use Changes

- One-third fewer acres consumed by new development
- Over one-third of new housing units multi-family
- Residential density increases from 4.6 to 7.4 units per acre
- Over 28% of new housing and 70% of new employment allocated within half mile of transit station

Fresno: Transportation Changes

- 25 percent increase in bicycle and walk funding
- Increase in transit funding, five new BRT lines
- Less investment in roadway capacity expansion

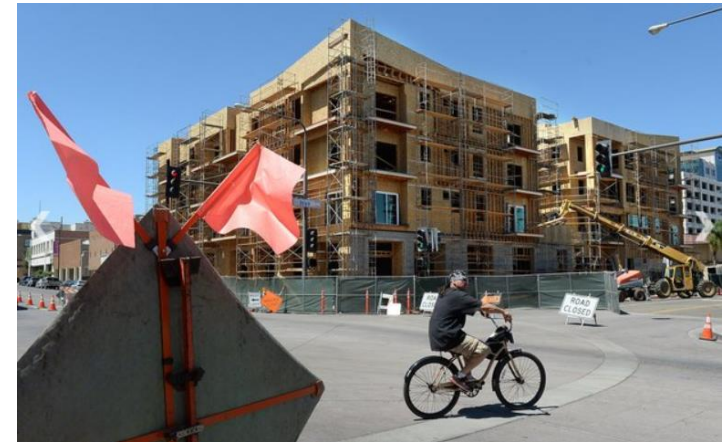


Gettysburg road diet and bike lane addition (Fall 2012)

Fresno: Example Building Projects



1612 Fulton- Live/ Work Lofts



Droge Mixed Use Development



Marion Villas Apartments

Stanislaus: Land Use Changes

- One-quarter less land consumed by new development
- Over one-third of new housing units multi-family
- Over one-third of all housing within half mile of frequent transit over the next 25 years
- Residential density increases from about 8 units to over 11 units per acre

Stanislaus: Transportation Changes

- Three times as much transit funding
- Reduced funding for roadway expansion projects



Stanislaus: Example Building Projects



Mustang Peak Village



Downtown Newman Plaza

San Joaquin: Land Use Changes

- Development footprint shrinks by 17,000 acres
- Nearly half of new housing units multi-family
- Residential density doubles from 4.5 to 9 units per acre
- 40% of all employment and one-quarter of all housing in quality transit areas

San Joaquin Transportation Changes

- Increase in bicycle and walk funding
- Over 800 miles of new bicycle lanes
- Targeted investment in transit: one-third for system expansion



Manteca Transit Center

San Joaquin: Example Building Projects



*Mixed Use Affordable Housing:
Cal Weber 40*



*Downtown Tracy Plaza
Revitalization*

Kern: Land Use Changes

- Planning for two-thirds of growth in Metropolitan Bakersfield
- Nearly double the number of homes within walking distance of high quality transit over the next 25 years

Kern: Transportation Changes

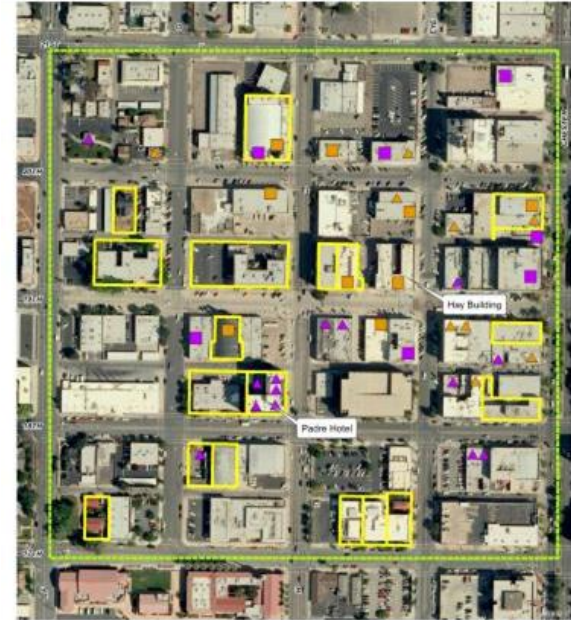


- Seven times more transit related capital funding
- Six times more bike and walk funding
- 1,000 miles of bike routes

Kern: Example Building Projects



Baker Street Mixed Use



Bakersfield Arts District

Evaluation of Valley Modeling

- Basic model performance
- Evaluating model sensitivity to the types of changes reflected in the SCSs
- Evaluating sensitivity to key assumptions
- Inter-regional travel

Model Performance

- Valley MPOs use the same core model
- FresnoCOG has provided its travel model to ARB
- Staff is evaluating the model's ability to represent:
 - Number of person and vehicle trips
 - Average trip length by purpose
 - Mode share by trip purpose
 - Traffic volume and VMT estimation

Model Sensitivity to the Types of Changes in the SCSs

- Testing all Valley models' responsiveness to:
 - Residential density
 - Employment density
 - Land use mix
 - Proximity to transit
 - Regional accessibility
 - Transit frequency
 - Transit capacity expansion

Model Sensitivity to Key Assumptions

- Testing all Valley models' responsiveness to:
 - Auto operating cost
 - Economic activity
 - Household income distribution

Inter-Regional Travel

- SJCOG is running “three-county model” to estimate magnitude of effect in the north Valley
 - With larger domain, more trips will be “local”
- Staff is consulting with outside modeling experts on review of inter-regional travel algorithms

Next Steps for Reviews of MPO GHG Determinations

Separate Review for Each MPO GHG Determination

- Staggered schedule for reviews
- Continued technical review of Valley models this summer and fall
- Complete Fresno review this fall
- Other MPOs late 2014 and early 2015

SB375 Target Update Process

- Statute directs ARB to update targets every 8 years
- ARB may update targets in 4 years under certain conditions

Next Steps

- Public discussion of factors to consider in a target update process
- Staff will release draft staff report next month outlining target update considerations
- Seek additional Board direction in October 2014



Policy Considerations

- Role of SB375 in meeting statewide greenhouse gas emission reduction goals
- Public health benefits of active transportation
- Benefits such as resource conservation, water savings, and cost savings
- Nature of local and regional planning processes

Technical Considerations

- Improve inter-regional travel methodologies
- Better capture land use change in models
- Use of appropriate model assumptions
- Accounting for regional actions that accelerate purchase and use of ZEVs
- Quantifying the benefits of the SCSs combined with ARB's vehicle/fuels programs to assess progress in meeting state GHG reduction goals

Timing

- Need to set targets early enough to ensure an effective local planning process by the MPOs
- MPO recommendations on targets need to be timely to be considered by the Board
- MPOs are on different RTP/SCS update cycles

Summary

- Detailed review of SJV modeling and GHG quantification of SCS strategies
- Staff will propose target update process for Board consideration in October
- Return to Board with separate evaluations of Valley GHG determinations starting this fall